

THE DAILY PUBLIC LEDGER

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NEGLECTING TRADE WITH NEUTRALS

The interest of many of our manufacturers in expanding our export trade with neutral countries is already beginning to flag because of large profits derived from the war-order traffic. Our exports to neutrals are not increasing commensurately with our exports to Europe, while our imports from neutrals continue to increase.

In the recent election the Administration gambled on our war-order prosperity and an appeal was made to the bellies of the people to retain the Wilson party in power. Little or no effort has been made by the Administration to impress upon our manufacturers the fact that this abnormal trade with Europe is transient, and that a far-sighted policy demands that we make every effort firmly to entrench ourselves in the markets of neutral countries if we wish to hold our trade there after the war.

Our South American and Oriental purchasers are finding it increasingly difficult to buy in America. Not only have our prices soared to unprecedented heights, but war contracts tax the capacity of our mills to a point which frequently compels our manufacturers to turn down orders from neutral countries. These high prices cause neutrals to seek other markets, produce substitutes or quit buying.

A relative diminution of our exports to them and the enlargement of the volume of our imports from them mean increasing trade balances in their favor which must be met by our sale of European securities or the passing on to them of European gold to meet these balances. To meet trade balances owing to us \$383,000,000 in gold was imported during the first nine months of this year, but South America, China, Japan, and the British East Indies scored tremendous balances against us during this period, and we exported gold in the sum of \$94,000,000, or seven times the exportation for the same period 1915, to meet in part balances which they held against us.

Our attitude towards these neutral countries now will determine largely their commercial relations with us in the future. If we subvert everything to the war-order business and discourage neutrals from purchasing in our market at a time when their necessities are most urgent because their purchases in European markets are hampered, the period following the war will find us in an extremely unfavorable position in any attempt to extend our markets in these non-belligerent countries. They will not forget the treatment accorded them during the war. Europe will supply their manufactured articles, a large portion of which will be paid for with gold taken from us on account of their sales to us of raw materials. Unable to expand our markets among neutrals and restricted in the markets in Europe, the post-war period is apt to find us commercially isolated. And if, in addition to this, we are operating under the present tariff law our adversity will be as real as our prosperity has been artificial.

Obviously the thing for our manufacturers to do is to get together and give real attention to the necessities of neutral countries, especially South and Central America. They have been doing something, but by no means enough.

THE VOICE OF THE PEOPLE

Incomplete and estimated returns from the presidential election indicate that in the United States President Wilson had a plurality of 402,154 in the popular vote. These figures include 1,094,000 votes for the president and 388,055 votes for Mr. Hughes in the states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Texas.

Not one of these states has cast its electoral vote for a Republican candidate in forty years. The voting in these ten states, with the possible exception of Tennessee, is for the Democratic party rather than for particular candidates. Everybody knows in advance how the ten will go. So well is this understood and discounted that, six days after the election, there are available to the press association only rough estimates of the vote in round thousands. This is true except for Tennessee. Nobody in the North cares for exact figures.

Leaving out this Southern vote, Mr. Hughes appears to have a plurality of 306,791 over Mr. Wilson. In states where the voters record their convictions instead of perfunctorily showing their party alignment the majority would seem to be against indorsement of the Wilson regime. Nor can it be said that the congressional result two years ago and again last Tuesday indicates a frenzy of delight over the achievements of the Democratic administration. In four years the Democratic majority of 163 over Republicans and Progressives in the House of Representatives has been reduced practically to an even split basis. The opposition made a gain of over 30 last Tuesday. The Democratic senate lead of 16 was cut by half.—Minneapolis Tribune.

SHALL WE FEDERALIZE COMMON CARRIERS

The State railroad and public service commissioners make a natural protest against any plan to federalize the regulation of common carriers. Some of them are actuated by fear of losing their jobs; others have pronounced and genuine notions of states' rights which they would maintain. The Republican platform of 1916 declared for federal control of the power of regulating transportation, but it was a subject which received little attention in the campaign. Whether the party in Congress will support the proposition with unanimity may be doubted. There are, however, some court decisions already on record—one, notably, in Alabama—where the doctrine of the right of the Interstate Commerce Commission to regulate both interstate and intrastate rates has been affirmed. In the Alabama case we believe the doctrine went all the way through to the court of last resort without reversal. It may be, therefore, that all the Interstate Commerce Commission has to do is to assume the power without waiting for Congressional action.

The critics of the President will not, cannot, readjust their criticisms to the nation's judgment. What was true of Woodrow Wilson, Tuesday, is true today. He does not act in accordance with his spoken words—and, what is equally unfortunate, he does not think straight.—Providence Journal.

With cabbage quoted at \$65 per ton, what will the poor devotees of sauer kraut do?

Between cold storage and cash for the goods stored the way is mighty rocky.

BULL MOOSE SEEK VOICE IN G. O. P.

Chicago, December 5.—Overtures to the Republican party for a voice in the management of party affairs in return for Progressive support were made today in a settlement which followed a conference of Chester H. Rowell, of California; Gifford Pinchot, Raymond Robins, James R. Garfield, William Allen White and Harold L. Ickes.

Permanent Progressive advance through the Democratic party is impossible, the statement says, in announcing that a national conference of Progressives and Progressive-Republicans is to be called for within four months in the hope of bringing about reorganization of the Republican party.

The first step toward providing Progressive representation in the party, it was suggested, could be best brought about by giving the present Republican campaign committee the function of the executive committee.

"The result of the election has shown that the only hope of victory for any political party in America lies in securing and retaining support of the Progressive voter," the statement says. "In spite of certain Progressive achievements, the merits of which we do not question, it is clear to us that permanent Progressive advance through the Democratic party is impossible."

"We welcome the enactment of Progressive measures by any party. But we are firm in the conviction that in the existing two-party system, constructive progressivism must be achieved through the Republican party. But to gain either of these ends, the Republican party must be thoroughly reorganized in organization, leadership and principle."

"We propose to join with other Progressives in calling a national conference of Progressives and Progressive-Republicans to be held at some time in the next four months. Such a conference might well take steps toward reformulating Progressive principles and considering how to put them into effect."

'DRY' WIN IN FOUR MASSACHUSETTS TOWNS

Boston, December 5.—No license, or "dry" forces, gained four new successes in the election held in fifteen Massachusetts cities today. Fall River, Haverhill, Leominster and Taunton, shifted from the "wet" to the "dry" column. The license advocates did not effect any change. Brockton, Salem and Waltham retaining no license.

New Bedford, while keeping to the wet column did so by a great reduced margin. The vote for license was cut from 1,239 last year to 496 after a sensational campaign in which Protestant and Catholic clergymen united to make the city dry. The shift of Fall River into the dry column marked the end of a long persistent fight that had been waged by clergy of all denominations against liquor interests. It was the first victory for the no license forces since 1908.

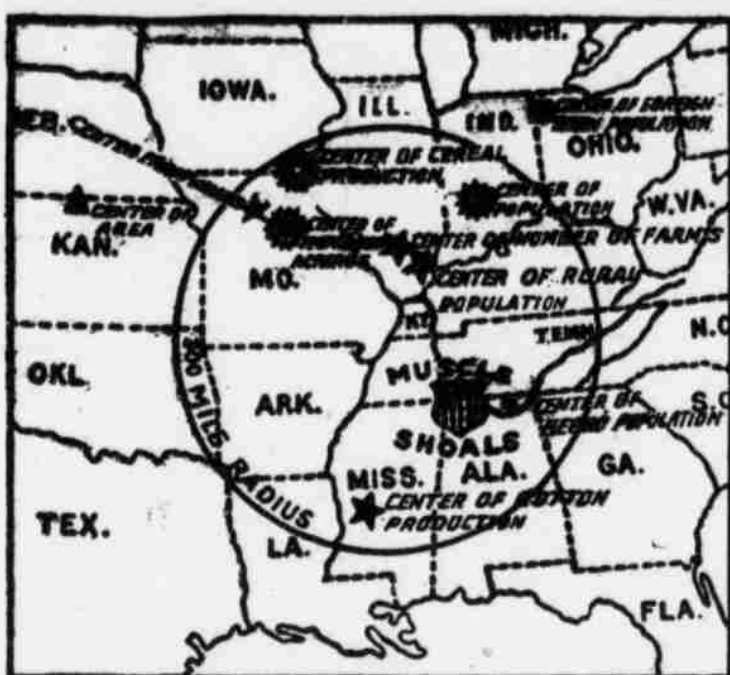
Haverhill's change to the dry column divided interest with the defeat of Mayor Albert L. Bartlett by Leslie K. Morse after a campaign in which the rioting which followed the attempt of Thomas Leyden to deliver an anti-Catholic lecture here last April had a prominent part.

Only eleven of the cities elected mayors this year and of this number not one was chosen as a Democrat. The Republicans were successful in seven contests, the other four hearing no national party designation.

GIRL REPORTER ON TRIAL FOR MURDER COLLAPSES

Thompson Falls, Mont., December 5.—Miss Edith Colby, a newspaper reporter, accused of murder for killing A. C. Thomas, a politician, collapsed in court late today as Special Prosecutor B. K. Wheeler, was concluding his address to the jury. She was carried from the court room and the trial temporarily halted. Twice earlier in the day Miss Colby had been overcome with emotion, causing brief recesses. The case was given to the jury at 8 o'clock tonight.

Why not try a Ledger Want Ad?



The Rural Heart of the Nation

The map shows how the rural interests of the United States center in the middle southwest. In the southern part of this area is located the Muscle Shoals project, calling for the development by the United States government of 600,000 water horse power to be utilized in an air nitrate plant for fertilizers and gunpowder. Congress has voted \$20,000,000 for such a project, so as to be independent of imported nitrates. To use the Muscle Shoals power for this purpose, involves a dam and locks that will remove the last obstacle to unimpeded navigation into a comparatively undeveloped empire half as large as England and richer in natural resources. Such is the sober judgment of Herbert Myrick, based on government investigations that cost nearly \$400,000.

The government will own the whole affair, which is at least one development independent of the trusts. Water transportation will bring in raw materials and transport out the finished product, thus establishing competition with railroads and insuring cheapest possible freight for these bulky products.

STRICT INSPECTION OF ALL PASSENGER PORTS AT N. Y.

New York, December 5.—United States Customs officers detailed by the Collector of Port, but working under direction of representatives of the State Department, now guard the gateways on sailing days, of all steamships departing for European ports.

The Customs guards have placed special police heretofore employed on the pier by the various steamship lines and every passenger before going abroad is compelled to submit for official scrutiny passports and other documents of identity, as well as all packages and hand baggage.

Rules regarding the admission on board ship of visitors on sailing day, which have been strict ever since the war began, now are more rigid than ever—all farewells must be said on the pier, and even reporters heretofore granted the privilege of interviewing departing passengers are allowed to pass gateway only with special permits issued by the government officers in charge.

No official explanation is given for the tightening up of the regulations but it is understood they are in line with the State Department's efforts to preserve the integrity of the American passport.

PRIVATE STRIKE ON DREAD-NOUGHT

New York, December 5.—Work on the dreadnought, New Mexico, in course of construction at the navy yard in Brooklyn, was held up today by a strike of 160 riveters for higher wages. Naval Constructor Rock said the Secretary of the Navy had arranged for an increase at New Year, but the men want it at once. They now receive \$2.52 a day, which they say is below the scale paid in regular shops.

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Ladies' new Coats \$4.98 to \$19.98.
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THE UNIVERSAL CAR

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The following prices for Ford cars will be effective on and after August 1st, 1916:

Chassis	\$325.00
Runabout	345.00
Touring Car	360.00
Coupelet	505.00
Town Car	595.00
Sedan	645.00

f. o. b. Detroit

These prices are positively guaranteed against any reduction before August 1st, 1917, but there is no guarantee against an advance in price at any time.

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